

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
February 9, 2011
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair	Romina Khananisho for John Fischbach, Goodyear
Charlie Meyer, Tempe, Vice Chair	Bill Hernandez, Guadalupe
# George Hoffman, Apache Junction	Darryl Crossman, Litchfield Park
Charlie McClendon, Avondale	Christopher Brady, Mesa
Stephen Cleveland, Buckeye	* Jim Bacon, Paradise Valley
* Gary Neiss, Carefree	Tom Remes for David Cavazos, Phoenix
Wayne Anderson for Usama Abujbarah, Cave Creek	John Kross, Queen Creek
Rich Dlugas, Chandler	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Spencer Isom, El Mirage	David Richert, Scottsdale
Phil Dorchester, Fort McDowell Yavapai Nation	Michael Celaya for Mark Coronado, Surprise
Rick Davis, Fountain Hills	* Reyes Medrano, Tolleson
Rick Buss, Gila Bend	Gary Edwards, Wickenburg
* David White, Gila River Indian Community	Lloyce Robinson, Youngtown
Collin DeWitt, Gilbert	John Halikowski, ADOT
Brent Stoddard for Ed Beasley, Glendale	Mike Sabatini for David Smith, Maricopa Co. David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Carl Swenson at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Swenson noted that George Hoffman was participating in the meeting via teleconference.

Chair Swenson welcomed Michelle Lee, reporter for The Arizona Republic, who was attending the meeting.

Chair Swenson noted materials for agenda items #5C, #5E, #9, and #11 were at each place.

Chair Swenson announced that public comment cards were available to members of the public who wish to comment. He noted that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Chair Swenson stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Swenson noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations.

Chair Swenson recognized public comment from Dianne Barker, who noted that she now carried a whistle to notify drivers that it was her turn to be in the crosswalk. She reported that her bicycle and computer were totaled when she was run over in a crosswalk by a motor vehicle. Ms. Barker stated that the signal for the traffic and light rail on Washington gets three times the amount of time as pedestrians crossing Washington. She acknowledged the great emergency room doctors in Arizona. Ms. Barker noted that \$200,000 is included in the MAG Work Program for on-call pedestrian work. She indicated that she was very fortunate and knows of people who have been killed. Ms. Barker stated that she is back riding her bicycle even though she had the accident. She stated that stimulus funds are being used to rearrange landscaping at Central Station, but what is needed is a multimodal transportation center at Deck Park. She said that a transit exchange is also needed at the Fairgrounds. Ms. Barker suggested selling the property at Central Station but keep a ticket center there. Chair Swenson thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He stated that the map of foreclosures and pending foreclosures caused him to question what MAG as regional planning agency should be doing. Mr. Smith stated that besides what is happening internally, there needs to be awareness of external forces. Mr. Smith then displayed a bell curve illustration from the book written by Ichak Adizes called "Corporate Lifecycles: How and Why Corporations Grow and Die and What to Do About It," which was shown to the Regional Council in January 2009. He said that managers could determine where their organizations were in that sequence; what will be required to return to prime or stable; what to expect in obstacles and external competition for jobs. Mr. Smith said that he could see Proposition 300 and Proposition 400 when MAG was at the prime and stable and it needs to remain nimble in order not to decline. Mr. Smith displayed a timeline of actions by MAG to make the organization more understandable to the public.

Mr. Smith displayed the MAG committee structure and remarked that MAG is different from other organizations because private sector members serve on two of its policy committees: the Transportation Policy Committee and the Economic Policy Committee. He noted that the strength of MAG is harnessing the talent of its agencies to address regional challenges. Mr. Smith stated that an entity needs to take advantage of all available tools and resources to create a good quality of life.

Mr. Smith noted that a copy of “Bond Buyer” was at each place. He said that this financial article reports on how other places, such as Texas and New Mexico, are moving forward with freight and inland ports, which are issues the Economic Policy Committee is discussing. Mr. Smith stated that the choice is how fast we can move and how nimble we can be.

Chair Swenson thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair Swenson stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H were on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda.

Chair Swenson recognized public comment from Ms. Barker, who spoke about Marvin Rochelle, an advocate for persons with disabilities who serves on a transit committee. She reported that Mr. Rochelle said that he would speak for those with disabilities as long as he had independence. Ms. Barker stated she is a part of MAG’s Transportation Ambassadors Program, which is for those who need demand transit: persons with disabilities, the elderly, and the poor. She remarked that MAG has improved the region with this program. Ms. Barker stated that she understood that MAG is working with the cities on transit connectivity. She stated that she did not favor process over practicality, and said that there needs to be a focus on multimodalism and a vision for the area. Ms. Barker stated that she did not support getting more money to do more studies on light rail, when we get at-grade light rail anyway. She stated that where the timing of the transportation system was overridden to allow more time for light rail and cars is where she had her accident. Ms. Barker stated that she wanted staff to look into the \$31 million in Public Transit Funds and Proposition 400 funds that Valley Metro Rail has to repay to the federal government. She asked if the funds were authorized for that. Ms. Barker stated that CMAQ and FHWA flexible funds cannot be used for transit studies. She asked if a representative could confirm the money is going into the right pocket. Chair Swenson thanked Ms. Barker for her comments.

Chair Swenson asked if any member of the Committee had questions or a request to have a presentation on any Consent Agenda item.

Mr. Brady asked if the AZBO Code Review and Development Committee Amendments package in agenda item #5G includes text on sprinkler systems. Heidi Bickart, MAG Planner, replied yes, the amendments package includes text on sprinkler systems. Ms. Bickart added that each MAG agency would adopt the amendments package to best suit their individual jurisdictional needs. She noted, for example, that Avondale is not including the sprinkler systems in the R-3 occupancies in their set of the AZBO amendments. Mr. Brady expressed his satisfaction with the answer and leaving the agenda item on the Consent Agenda.

Mr. Boggs noted that a study included in Attachment D of agenda item #5E was an overlap of work already conducted by RPTA. Mr. Boggs noted that he realized this is early in the development of the Work Program and will be addressed through the committee process, but he wanted to note this for the record.

Mr. McClendon moved to recommend approval of #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H. Mr. Crossman seconded, and the motion passed unanimously.

5A. Approval of January 12, 2011, Meeting Minutes

The MAG Management Committee, by consent, approved the January 12, 2011, meeting minutes.

5B. Recommendation to the Arizona Department of Transportation's Safe Routes to School Program

The MAG Management Committee, by consent, recommended approval of the ranked list of projects to be submitted to the Arizona Department of Transportation for the Safe Routes to School Program. The Arizona Department of Transportation's (ADOT) Safe Routes to School (SRTS) Program provides annual grants for road safety improvement projects that are related to access to schools. The program provides grants to public and non-profit agencies for projects that improve road safety and encourage more K-8 children to walk or bike to their neighborhood schools. This is the fifth cycle of the program, and grants will be provided to projects that implement infrastructure improvements as well as projects that would involve education, training and encouragement. In response to the ADOT request for proposals announced in October 2010, 13 project applications from the MAG region were received by ADOT. The ADOT proposal review process stipulates that MPOs and COGs must recommend a ranked list of projects to ADOT by February 26, 2011. These recommendations will be considered by a statewide SRTS panel that will make a final recommendation to ADOT. The MAG Transportation Safety Committee reviewed all project proposals, and on January 18, 2011, recommended a ranked list of projects from the region as the MAG recommendation to ADOT.

5C. Consultant Selection for the Activity-Based Travel Forecasting Model

The MAG Management Committee, by consent, recommended approval of the selection of PB Americas, Inc., to complete development of the second phase of the Activity-based Travel Forecasting Model (ABM) for an amount not to exceed \$500,000, and, at MAG's discretion, complete Phase 3 of the project at a cost not to exceed \$500,000. The fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes \$500,000 for the second phase of development of the ABM. The purpose of the project is to complete development of the new generation travel demand forecasting model at MAG. The ABM will allow MAG to address emerging regional planning challenges in a timely manner. MAG has successfully completed the first phase of the ABM development. Main deliverables from the first phase are available on the MAG website. On December 10, 2010, MAG issued a Request for Proposals to complete development of the MAG ABM, and implementation of the ABM at MAG. A single proposal was received from PB Americas, Inc. On February 3, 2011, a multi-agency evaluation team reviewed the proposal from PB Americas, Inc. for the proposed project, and recommended to MAG the selection of PB Americas, Inc., to complete development of the second phase of development of the Activity-Based Travel Forecasting Model for an amount not to exceed \$500,000. The successful respondent in this RFP process may, at MAG's discretion, also be retained to complete Phase 3 of the project at a cost not to exceed \$500,000.

5D. FY 2012 MAG Human Services Coordination Transportation Plan

The MAG Management Committee, by consent, recommended approval of the FY 2012 MAG Human Services Coordination Transportation Plan. The federal Safe and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally

developed, coordinated public transit-human services transportation plan for all FTA programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317). MAG has updated this coordination plan each year in compliance with this requirement since 2007. The FY 2012 MAG Human Services Coordination Transportation Plan was recommended for approval by the MAG Human Services Technical Committee and the MAG Human Services Coordinating Committee in January 2011.

5E. Development of the FY 2012 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft proposed new projects for the FY 2012 Work Program. The updated draft budget timeline, the invitation for the Budget Webinar presentation on February 17, 2011, at 1:00 P.M. in the MAG Palo Verde Room, and estimated dues and assessments are included with the budget documents.

5F. Consultant Contract for AZ-SMART Support

The MAG Management Committee, by consent, recommended approval of the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$45,000. The FY 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes a \$45,000 project for AZ-SMART support. MAG is in the process of developing and implementing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART builds upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM and has been supporting MAG in the design of AZ-SMART, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART. Staff is recommending that Planning Technologies be selected as a sole source to provide support for AZ-SMART in an amount not to exceed \$45,000.

5G. 2009 Arizona Building Officials Code Review and Development Committee Amendments for the 2009 International Code Council Codes

The MAG Management Committee, by consent, recommended that MAG member agencies consider adopting the 2009 Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2009 International Code Council (ICC) Codes. At the January 2011 MAG Building Codes Committee (BCC) meeting, members discussed an initiative to reach consensus in unison on the Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2009 International Code Council (ICC) Codes. The MAG BCC makes recommendations on the development, interpretation and enforcement of building codes in the MAG region. It also provides a regional forum for construction, development, and other issues as they relate to building codes. In an effort to promote uniformity throughout MAG

jurisdictions under the interest of life safety a motion was passed to recommend that MAG member agencies consider adopting the AZBO Code Review and Development Committee Amendments for the 2009 ICC Codes.

5H. Social Services Block Grant Allocation Recommendations

The MAG Management Committee, by consent, recommended approval of the Social Services Block Grant (SSBG) allocation recommendations for FY 2012 to be forwarded to the Arizona Department of Economic Security. Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG support assistance to the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Upon completion of research and a service ranking exercise, it is proposed to move \$58,946 to the highest priority services.

6. Phoenix West Alternatives Analysis Update and Operating Plan

Tom Callow, the project manager for the alternatives analysis, provided an update on the METRO project team preliminary staff recommendations for the Phoenix West Alternatives Analysis study. He said that they are moving toward the conclusion of the study and will be seeking approval in April or May 2011. Mr. Callow reported that the study alignment starts in downtown Phoenix and proceeds west along Interstate 10 (I-10) to 79th Avenue.

Mr. Callow stated that the study area was split into two segments because the alignment covered two distinct areas. Mr. Callow stated that the mainline segment is west of I-17, and they concluded early in the process that they wanted to be in the right of way of I-10, not in the parallel streets. He reported that the second segment is the downtown street area, where it was more difficult to determine an alignment.

Mr. Callow stated that the study had two purposes: to determine what was going to be built and where it was going to be built. These two factors have to be decided in order to apply for federal funding. Mr. Callow referenced Ms. Barker's earlier comments about the bureaucracy of federal funding, but the fact is, federal funds are needed or the project will not be built. He reported that each dollar of federal funds would be matched with one dollar of local funds. Mr. Callow noted that the alternatives analysis considered light rail transit and bus rapid transit and the recommended mode is light rail, which answers the question of what is going to be built.

Mr. Callow reported on approvals to date for the alignment of high capacity transit improvements in the I-10 right of way west of I-17, including Regional Council action in July 2008. He said this answers the question of where it is going to be built. Mr. Callow stated that the focus since then has been how to get from the intersection of I-17 and I-10 to the existing alignment.

Mr. Callow stated that METRO has been working with ADOT and MAG staff on where in the right of way would provide the best transportation solution for the I-10 corridor for everyone. He said that it was originally thought an alignment in the median would be the ideal location because the median included a 50-foot reservation for high capacity transit. However, as the study progressed, they realized the stations would be a long way from the customers. Mr. Callow stated

that upon further refinement, they concluded that they wanted to come out of I-17 in the median and stay in the median through 35th Avenue. He stated that they propose a station located in the median at 35th Avenue, and he added that it would be the only island station in a median. Mr. Callow described that there is no excess right of way at that location on I-10. He stated that west of 35th Avenue ADOT has a drainage channel on the north side of I-10, and he added that light rail would fit within that easement. Mr. Callow stated that this allows the 50-foot median reservation to be turned back to ADOT, which they believe will allow the construction of direct HOV ramp connection of the South Mountain to I-10. He said that the alignment would stay on the north side of I-10 until about 47th Avenue, with stations approximately every mile and park and ride lots at 59th Avenue and at the existing facility 79th Avenue.

Mr. Callow stated that many downtown alternatives were evaluated over two years to determine the best connection. He noted that the two light rail systems need to be connected, otherwise, a new maintenance yard would have to be built and people would have to walk, both of which were undesirable alternatives.

Mr. Callow stated that about one and one-half years ago, MAG Engineer Bob Hazlett suggested looking at the existing frontage road on the west side of I-17 between McDowell Road and Van Buren Street, because it has limited access. Mr. Callow stated that they followed the process with ADOT and FHWA and did a preliminary change of access report to allow the removal of the frontage road. Mr. Callow stated that they recommend utilizing that frontage road instead of streets to get from I-10 to Jefferson Street. He said they propose two tracks going east on Jefferson Street to approximately 8th Avenue, where the tracks would split – one on Jefferson Street and one on Washington Street. Mr. Callow pointed out that the station locations have not yet been finalized.

Mr. Callow noted that there has been some controversy with the St. Matthew's Neighborhood, which is a residential neighborhood west of the Capitol. He pointed out that Jefferson Street runs through the neighborhood, and it has a 100-foot right of way with a few houses facing the street. Mr. Callow stated that they will not need to acquire right of way except at the freeway where access will be cut off for five lots. He remarked that they will continue to work with the neighborhood. Mr. Callow stated that there are people who support this project and some who oppose this project, and they could not find a silver bullet that would take them downtown.

Mr. Callow explained that they also recommend some short term transit improvements in the corridor that will help in the long term. He said the focus is on improving transit usage and taking advantage of assets. Mr. Callow stated that they recommend expanding the 79th Avenue park and ride lot, acquiring land for the 59th Avenue park and ride lot, and building a ramp in the middle of I-10 to the frontage road of I-17 as a bus-only ramp. He noted that this could decrease travel time to the Capitol by eight minutes. Mr. Callow reported that currently, this area does not have much bus service, but they are showing in the locally preferred alternative (LPA) the new bus routes that should be in place to get West Valley cities in to the end of the line.

Mr. Callow noted that this item is for information and discussion this month and he added that the LPA is not yet in the Regional Transportation Plan but is in the long range framework study. Mr. Callow stated that they anticipate bringing the recommendations forward in April or May

2011 for approval. Chair Swenson thanked Mr. Callow for his presentation and asked members if they had questions.

Mr. McClendon expressed appreciation for the work done on this project and said it was a good step forward. He said that Mr. Callow's comments about not having bus service in an area points to a larger issue. Mr. McClendon stated that all transit decisions are based on concepts he felt were incompatible with the regional transportation system, which divides the money by city, which precludes service in certain areas. Mr. McClendon stated that he thought this needed to be looked at.

Chair Swenson expressed his agreement that there is a regional transit prioritization funding challenge going forward. He stated that he would be eager to participate in a process that addresses those ongoing issues. Chair Swenson expressed that he thought as the system matures, the problems become increasingly evident, especially as revenue decreases, and we become challenged in keeping existing routes and making connections in a multimodal context.

Mr. Cleveland asked about the funding for this project beyond the environmental impact study and the timeframe for implementation. Mr. Callow replied that this project is funded by Proposition 400 funds. He said that they anticipate construction beginning in the 2016-2017 timeframe and the opening is planned for 2021, which is contingent upon federal approval and receiving a 50 percent match in federal funds.

Vice Chair Meyer commented that it appeared the route was more like a commuter transit pattern than the starter line. He asked Mr. Callow to comment on the ridership. Mr. Callow replied that this is more a commuter route than what currently serves Mesa, Tempe and Phoenix. He said they anticipate good ridership that is more commuter-like, and he noted there are not a lot of destinations on the line once it leaves Phoenix.

Mr. Brady commented that light rail stops become destinations. He stated that significant commercial development happened in Denver with its light rail. Mr. Brady asked if pedestrian linkages are feasible under the I-10 scenario in order to receive the benefit of both sides of the freeway. Mr. Callow replied that they looked to the north side of I-10 because the existing development pattern on the south side from about 43rd Avenue westward contained large warehouse facilities – goods, but not many people, and they did not see as much demand for the south side. Mr. Callow added that all of the locations where stations are being proposed have a lot of vacant land.

Mr. Brady expressed he did not disagree, he just wanted to express caution that those warehouses are based on the current transportation mode, and if a new element is brought in, you have to assume some transformative uses. He indicated that upon past experience, warehouses could transform to more related transit development.

7. Multimodal Transit System Tour - MAG Region Peer Cities

Chair Swenson stated that the questions and discussions on agenda item #6 were a good precursor to this agenda item. He said that as the region's multimodal transit and transportation system matures and the region makes decisions on those investments and connections, learn from other areas of the country that are ahead of us. Chair Swenson commented on the possibility of a study

tour of elected officials and Management Committee members to look at other systems. Chair Swenson noted that the League had undertaken a tour of the Denver system, but the tour being considered by MAG would be of a different region.

Marc Pearsall, MAG Transit Planner, stated that last fall, MAG received a request to explore the possibility of a multimodal transit tour of a MAG peer region. He said that the purpose of the on-site tour would be for MAG region leaders to gather information and investigate the benefits of the connectivity between commuter rail, light rail and bus transit, etc. Mr. Pearsall stated that over the past few months, MAG staff researched Dallas, Salt Lake City, and others, and requested the Utah Transit Authority (UTA) entertain a tour.

Mr. Pearsall stated that the UTA operates between Ogden, Salt Lake City, and Provo, utilizing bus, light rail, and commuter rail. He pointed out the UTA system at buildout on a map, and noted that it currently has three light rail lines, a commuter rail line and more than 100 buses. Mr. Pearsall added that three more light rail lines and a streetcar are planned.

Mr. Pearsall noted that UTA has offered to host a tour for MAG leaders in the April or May 2011 timeframe, and MAG staff is seeking direction from the Management Committee on whether or not to proceed with the request for a tour.

Dennis Smith noted that he heard there potentially may be a conflict with a spring date and the tour may have to take place in October. Mr. Pearsall stated that staff has good rapport with Steve Meyer and he is open-ended.

Chair Swenson asked members if there were any objections to the tour. None were noted. Chair Swenson commented that those who have lived where there are mature multimodal systems can see how this would fit into the MAG region, and those who have not experienced it might gain an understanding of the investment and benefit received from connectivity. He urged participation by as many elected officials as possible so as they make decisions they understand the benefits of good multimodal planning.

Vice Chair Meyer asked the time commitment, if it would be a see it/feel it experience, and how the tour would work from a financial and operational standpoint. Mr. Pearsall replied that there are a couple of scenarios: 1) Arrive in the morning, have a question and answer reception, tour the UTA facilities in mid morning to early afternoon, and return to the Valley that evening; 2) Arrive in the evening, have a reception, stay overnight, see the morning peak hour service, and return to the Valley that day.

Mr. Smith said that it would be the responsibility of member agencies to cover their own travel and lodging costs, and MAG could cover the cost of a group function.

Mr. Cleveland requested that staff send out a preliminary cost estimate so member agencies could begin budgeting.

Chair Swenson noted that having a Fall tour would be an advantage to budgeting costs. He noted that an update on the tour could be provided at a future meeting.

8. Withdrawal of the MAG Five Percent Plan for PM-10

Lindy Bauer, MAG Environmental Director, stated that on January 25, 2011, the Arizona Department of Environmental Quality, in cooperation with MAG and Maricopa County, withdrew the MAG 2007 Five Percent Plan for PM-10 from any further action or consideration by the Environmental Protection Agency (EPA), rather than have EPA take disapproval action by January 28, 2011. Ms. Bauer stated that withdrawal is a better option than a disapproval. With a withdrawal, the EPA made a Finding of Failure to Submit a Plan, which triggers the sanctions clocks. Ms. Bauer stated that MAG will have to submit a new plan and EPA will need to find it complete. She indicated that MAG submission of a plan is anticipated for December 2011 or January 2012, which will turn off the sanctions clock. Ms. Bauer further explained that EPA will have to approve the plan in order for MAG to avoid implementation of a federal plan.

Ms. Bauer reported that EPA published a new AP-42 emissions factor for paved road dust in the Federal Register on February 4, 2011. She noted that the previous factor overestimated emissions from that source. Ms. Bauer advised that the EPA and MAG will be able to use this new information in the preparation of a new emissions inventory and in conformity. She stated that the next time an amendment comes through that requires a conformity determination, MAG will be able to use the new information to demonstrate conformity against the serious area plan budget and process the amendment as it has in the past.

Ms. Bauer stated that MAG was designated as the lead air quality planning agency by the Governor in 1978 in accordance with Section 174 of the Clean Air Act, and was recertified in 1992 in state statute by the State Legislature. Ms. Bauer stated that the MAG process is important. She stated that PM-10 is primarily a local issue and the control measures largely come from local and county governments.

Ms. Bauer stated that the established process at MAG includes the Air Quality Technical Advisory Committee, which includes members from the public and private sectors: cities and towns, the federal and state governments, Maricopa County, Rock Products Association, Associated General Contractors, the Phoenix Chamber of Commerce, the Homebuilders Association, and the trucking industry. Ms. Bauer noted that members of the Committee review the air quality information. She stated that MAG runs a transparent process and members have a vote at the table. Ms. Bauer remarked that the committee composition is critical to MAG. Ms. Bauer stated that the perspective of the private sector is important, because they have to implement many of the control measures.

Ms. Bauer stated that the ADEQ has set up a process that includes a technical committee composed of Maricopa County, ADEQ, MAG, and the City of Phoenix. She noted this technical committee will meet every two weeks and work on technical issues such as the emissions inventory. Ms. Bauer stated that a stakeholders group, mostly composed of the private sector, also has been established. She noted that MAG, Maricopa County, and ADEQ also will participate in the stakeholders group, which will be led by Representative Reeve, the Chair of the Environmental Committee. Ms. Bauer added that Representative Reeve has a vehicle bill that can be used if legislation is needed.

Ms. Bauer said that it appears the agriculture industry will need legislation to address some issues EPA has with agriculture best management practices. She stated that EPA also has issues with the city commitments: EPA thinks they are not enforceable and wants a streamlined process. Ms. Bauer requested that member agencies look out for any legislation regarding air quality that might materialize. Ms. Bauer stated that at the meeting today, state staff indicated to EPA that due to the short timeframe for this year's legislative session, the state could make a commitment for necessary legislation next year.

Ms. Bauer advised that while developing the new plan, it is important to not lose sight of the exceptional events issue with the flawed EPA Exceptional Events Rule. She said that MAG will be pursuing a more rational EPA exceptional events policy, otherwise the problem with high winds will continue to occur. Ms. Bauer commented that we cannot control high winds. She reported that the EPA does not think the river bottom is natural, and thinks it is man-made because it once had water running through it.

Ms. Bauer stated that EPA said it will be working with the state and also said it needs a definition for high speed winds when they overwhelm the control measures. She indicated that staff researched this and found about five scientific papers that 13 miles per hour is all the wind needed to kick up the fine silty soils. Ms. Bauer stated that EPA said to not count on anything while the Plan is being developed and to plan on using the current flawed Exceptional Events Rule.

Ms. Bauer stated that Janet McCabe, EPA's Deputy Administrator for policy statements, is working on developing policy guidance. Ms. Bauer noted that EPA will be speaking with Westar, the 15-state coalition of Western states, the end of April. She remarked that the Exceptional Events Rule needs to be fixed and good policy guidance is needed in the interim while the Plan is being developed. Ms. Bauer stated that a custom-made definition of high speed winds for this region is needed because of the unique soils.

Ms. Bauer thanked the Management Committee for their support in the past year. She extended her appreciation to the Executive Committee, who worked extensively on this issue, and to the Arizona Congressional Delegation. Ms. Bauer also acknowledged Regional Council Chair Mayor Tom Schoaf, and Transportation Policy Committee Chair Scott Smith for their invaluable assistance. She remarked that MAG looks forward to working cooperatively with its agency partners and with the EPA in developing an approvable plan. Ms. Bauer added that the control measures are under the control of local governments and it is important that the planning process be guided by MAG. She stated that the Plan has implications, not only for air quality, but also for transportation conformity.

Mr. Smith reiterated the acknowledgments expressed by Ms. Bauer, and he remarked that this is not over because there is not agreement with EPA on high winds. He advised that if this is not resolved, MAG will be in the same position again.

Mr. Cleveland stated that using their American Recovery and Reinvestment Act funds, cities and towns repaved roads and used the excess millings for shoulders to control fugitive dust. He asked how the continued improvements by individual communities would be accounted for. Ms. Bauer replied that remains to be seen if those items will be included in the base to reflect lower emissions or they become control measures in the plan and it also depends on the 2008 emissions

inventory the County is preparing. She explained that the EPA wants a projected baseline set at 2009 or 2010 from which to calculate the impacts of the control measures.

Mr. Cleveland asked for examples of how the EPA views city commitments or to improve enforceability. Ms. Bauer replied that EPA mentioned the air quality resolution says, "dependent on funding availability a city will make a good faith effort," and EPA says this is not federally enforceable if a city loses funding. She explained that this language goes back many years, to when the City of Phoenix was sued by the Center for Law in the Public Interest for failure to purchase 400 buses. Ms. Bauer noted that the Arizona Department of Health was working in air quality at that time and said the Short Range Transit Plan was a legally defensible document. She reported that the City of Phoenix planned to purchase the 400 buses with federal money, which did not materialize. She stated that MAG worked with EPA on the language in the resolution that would be protective of local governments. Ms. Bauer added that the city control measures have been implemented.

Mr. Cleveland asked the soonest date the Plan would be ready for comment and submission to EPA. Ms. Bauer replied that a December 2011 timeframe would require action by the Management Committee in November 2011 and Regional Council in December 2011. A January 2012 timeframe would require action by the Management Committee and Regional Council in January 2012.

Mr. Cleveland offered his observation that the plan development process is not something to be left to technical staff. He said that there are a lot of policy implications and managers may want to be informed to brief their elected officials. Mr. Cleveland said EPA says it wants to make the enforceability clause more meaningful.

Vice Chair Meyer stated that a lot of focus was initially on the exceedance events at one monitor site and as work goes forward, it seems the focus is more generalized. He expressed his interest in knowing whether a distinction should be drawn on that site impacting the entire region. Ms. Bauer replied that EPA recently said to figure out the problem at the West 43rd Avenue monitor and work back from it. She said that ADEQ is asking what measures are being done on a voluntary basis that the region is willing to have mandated. Ms. Bauer stated that it appears EPA is still focused on addressing the problems at the monitor and the state broadened that to what is being done that we could take credit for in the plan. She stated that MAG has acknowledged there is a problem at the West 43rd Avenue monitor, which MAG believes are exceptional events. Ms. Bauer stated that EPA does not agree. She indicated that there needs to be good implementation of measures around the monitor by a variety of sources in addition to the state doing a good job with exceptional events. Ms. Bauer advised that measures in the plan need to be implemented regionwide, and those that do not address the issues at the monitor would not be very productive.

Chair Swenson, hearing no further questions from the Committee, thanked Ms. Bauer for her report and expressed he looked forward to the report next month.

9. Update on MAG Economic Development Committee

Denise McClafferty, MAG Management Analyst, began this agenda item by providing background on the Economic Development Committee (EDC). She said that the EDC was formed by the Regional Council in October 2010. The purpose of the EDC is to foster economic

development opportunities and advance infrastructure in the MAG region. Ms. McClafferty stated that the EDC includes 12 member agency representatives, one ADOT representative, and 11 business members.

Ms. McClafferty stated that the EDC has had three meetings to date. At the February EDC meeting, the Committee approved staff moving forward with a partnership with the Greater Phoenix Economic Council (GPEC) to develop a website that includes a data system for economic development, which they envision will be dynamic and interactive. Ms. McClafferty noted that MAG and GPEC staff have a meeting scheduled for February 10, 2011, to begin discussions on the website's development.

Ms. McClafferty stated that also at the February EDC meeting, staff was requested to draft a letter from the EDC Chair to the Governor to encourage Intermountain West coordination of infrastructure. She noted that the EDC thought it was important to work with the Arizona Commerce Authority and other states to make sure adequate infrastructure is available in the Intermountain West. Ms. McClafferty stated that Mr. Jerry Colangelo, Co-Chair of the Arizona Commerce Authority, will make a presentation on the Authority at March 1, 2011, EDC meeting.

Ms. McClafferty stated that another item that was discussed is the 2008 rail legislation, HB 2165, and whether this bill is a possible impediment to the freight industry. She noted that Nathan Pryor would discuss this in more detail under the legislative report agenda item. Ms. McClafferty stated that three major policy issues of interest to the EDC recurred: Interstate 11, inland ports, and re-establishing the Wellton Branch rail line or an alternative.

Eric Anderson continued the presentation on the three major policy issues. Mr. Anderson stated that this is all about jobs and creating a more diverse economic base for the Valley. He stated that this economic cycle has been a tremendous wake-up call for policy decision makers.

Mr. Anderson stated that four things that are happening are related to freight, the seaport at Punta Colonet, Interstate 11, the Wellton Branch line, and a potential inland port in Arizona. He stated that MAG has a freight study underway to provide a technical foundation for freight opportunities and to help determine if value can be added to the freight stream.

Mr. Anderson stated that the Wellton branch line extends from southwest of the Palo Verde nuclear plant to Wellton, Arizona. He stated that the line was decommissioned about 15 years ago by the Union Pacific Railroad, who uses it to store spare rail cars. Mr. Anderson stated that the Wellton Branch line could be a key economic factor to open up new freight opportunities, in particular, the West Valley. He stated that currently, the Union Pacific takes freight bound for Phoenix to Tucson first, builds the Phoenix-bound train, and proceeds through the Southeast Valley through metro Phoenix. Mr. Anderson added if the freight is bound for the West Valley, it travels all the way through the region. He stated that reactivation of the Wellton Branch provides an opportunity to bring freight from the Sunset mainline to the West Valley.

Mr. Anderson stated that with the port at Punta Colonet, the Wellton Branch line could be important to freight traffic, perhaps feeding an inland port location in Maricopa County. He stated that reactivation of the Wellton Branch could be key to restoring Amtrak passenger service to Phoenix. Mr. Anderson explained that Amtrak currently operates passenger service in the City of Maricopa in Pinal County, and Amtrak favors returning passenger service to Phoenix.

Mr. Anderson then moved on to Interstate 11. He stated that I-11 came out of the Hassayampa Framework Study. It originally was a new highway to link Phoenix to Las Vegas, Nevada. Mr. Anderson stated that these are the two largest metro areas in the nation not connected by an interstate. He reported that since approval of the study in 2008, the concept has grown: Nevada is interested in extending I-11 to Reno and the Pacific Northwest is interested in extending it to the Oregon and Washington state areas. Mr. Anderson stated that the concept is also being viewed as a reliever to I-5 in California.

Mr. Anderson invited Mr. Halikowski to provide detail on funding. Mr. Halikowski stated that last week, the Governor sent a letter instructing ADOT to find \$1.5 million for the environmental documents to begin work on I-11. He stated that \$2 million in ADOT federal funds had been set aside previously, and an additional \$1.5 million is needed. Mr. Halikowski stated that ADOT will find the funds through a contingency, and not through the MAG program or the Five Year Plan. He reported that ADOT met with the CAN-DO Coalition at ASU and discussed this in the Decision Theater. Mr. Halikowski stated that the support of the Regional Council and State Transportation Board is needed. He expressed appreciation to MAG, in particular, Bob Hazlett, for identifying this important corridor in the study and he expressed the thought it would be a great economic corridor for the state. Mr. Halikowski stated that they will set aside the negotiations with property owners to ensure there will not be any concerns with pre-decisional issues. He stated that he would keep the Management Committee updated as the process moves forward.

Mr. Smith stated that if I-11 is designated the question is how to build it if there are already funding issues with Proposition 400. He reported that freight corridors are being discussed for new federal transportation legislation as a high priority, and MAG feels if reauthorization happens, it is MAG's turn to have its freight corridor identified. Mr. Smith noted that if the legislation is written correctly, funding would be in a different category and would not impact MAG federal funds that are being counted on to complete Proposition 400.

Chair Swenson stated that getting funding without competing with existing funding is a critically important strategy. He expressed that it is heartening to see the planning that is moving ahead and to see the MAG partnerships with ADOT and GPEC moving these economic development infrastructure investments forward.

10. Enabling Communities of Practice through Technology Pilot Project

Audrey Skidmore, MAG Information Technology Manager, provided an overview of Communities of Practice and a pilot project where MAG member agencies may collaborate and pool knowledge with stakeholders, consultants and each other. Ms. Skidmore played a video of an interview with the person who developed the concept of Communities of Practice, Dr. Etienne Wenger.

Ms. Skidmore stated that MAG's committees and stakeholder groups are already a form of Community of Practice. She said that the SharePoint pilot is about extending and expanding that conversation. Ms. Skidmore stated that supporting sites could be created for any number of areas as needed and then be discontinued as the need subsides. Possibilities include transportation studies, job generation, inland ports and circulator studies. She reported that for the pilot project,

a small external SharePoint server will be created. Ms. Skidmore noted that many member agencies already use this product internally and are familiar with the platform. She explained that three types of sites on this server are envisioned: a collaborative site for member agencies on an issue under discussion at MAG; a site to allow MAG collaboration with a consultant; and a site set up for one or more member agencies to collaborate on an issue external to MAG. Ms. Skidmore stated that MAG would like to identify one initial target area with a group of users that will be flexible with MAG staff while working through the training and technical issues.

Ms. Skidmore stated that the goal is to have an initial site live in the fourth quarter of this fiscal year. She explained that the project will start with MAG staff, which will then be expanded to a Communities of Practice collaboration site, and finally to a member agency site if there is interest. She noted that if the project is a success, MAG will provide enough resources to expand the site next fiscal year. Ms. Skidmore stated that excess capacity on the server will be available to member agencies at no charge. She added that a SharePoint license can be expensive, and this project allows MAG to leverage that investment and provide it to members at no charge.

Mr. Smith stated that MAG will be one of the first regional agencies in the U.S. to implement a regional SharePoint. He said this is an opportunity for sharing information and making it accessible to all member agencies who might not be able to afford it. Mr. Smith stated that SharePoint could be applied to personnel or finance issues, or to a project such as the one being worked on at MAG by the Domestic Violence Council to reduce prosecutorial and court costs. He stated that he heard about SharePoint while attending a conference in Austin, Texas. Mr. Smith reported that the City of Phoenix used SharePoint for its ARRA projects; the documents were on SharePoint and the managers were making their presentations directly from SharePoint. Mr. Smith stated that this would require ongoing funding for training and the ongoing cost of approximately \$5,000 per year for the license. He stated that staff is requesting feedback from member agencies if they would like to use this technology.

Vice Chair Meyer expressed he liked the idea and thought it was a great opportunity. He suggested a number of cities are members of the Alliance for Innovation, a community of practice. Vice Chair Meyer suggested that because the Alliance is based at ASU, it might have an interest in a regional project as a partner with MAG, which would add additional content to its community of practice.

Mr. Smith commented that was a great idea. He added that each member would control its community of practice, and he requested that each member agency submit its group to MAG through its city manager's office. Mr. Smith commented that each agency would control its own group and its own records and this technology appears to be a wave of the future.

Chair Swenson echoed Vice Chair Meyer's suggestion about working with the Alliance for Innovation. He stated that the Alliance is contemplating making its work more effective and increasing participation among its members. Chair Swenson asked Ms. Skidmore if she would provide an update at a future meeting. Ms. Skidmore replied that she would be back before the Management Committee with a progress update.

11. Legislative Update

Nathan Pryor, MAG Intergovernmental Policy Coordinator, provided an update on legislative issues of interest. He first discussed HB 2165, which was enacted in 2008. Mr. Pryor stated that it touches on rail issues, private property rights, and development plans in Pinal and Yuma counties. He stated that the Economic Development Committee recommended that this legislation be examined and staff is in the beginning stages of that process.

Mr. Pryor then moved on to federal legislation and displayed a chart showing the outlook for transportation funding. He pointed out that the spending levels are truly flat line and this is what the new Congress and Administration are wrestling with as they deal with the budget deficit. Mr. Pryor pointed similarities and differences between the Administration and the House Majority. The Administration favors a broad spending freeze, with some increase to transportation and no earmarks. The House Majority favors reducing funding to 2008 levels and a two year earmark ban. Mr. Pryor stated that he would be monitoring this.

Mr. Pryor then addressed state legislation and noted that a legislative summary was at each place. He reported that HB 2174 is relevant to regional planning agencies and says that communities that are unincorporated but are census tracts would gain membership on Regional Councils. He stated that it is estimated there are 15 such areas in the MAG region, which would increase to 19 if the four tracts on the Gila River Indian Community are included. Mr. Pryor stated that the bill's sponsor, Representative Williams, is from northern Pima County, and the bill was written to address issues there. He indicated there could be unintended consequences from this bill and MAG staff have been in contact with the Pima Association of Governments. Mr. Pryor stated that the bill also will be discussed at the COG Directors meeting on February 11, 2011.

Chair Swenson thanked Mr. Pryor for his report. No questions for Mr. Pryor were noted.

12. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested. No requests were noted.

13. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action. No comments from the Committee were noted.

Adjournment

The meeting was adjourned at 1:35 p.m.

Chair

Secretary